The Grand Cañon
California and Alaska

1910

ADDRESS ALL
COMMUNICATIONS TO
Raymond & Whitcomb Co.
1005 CHESTNUT STREET,
PHILADELPHIA, - PENNA.

Raymond & Whitcomb Co.
(Incorporated)

BOSTON NEW YORK PHILADELPHIA
PITTSBURGH CHICAGO

"Tour L," May 3, 1910.

THE GRAND CAÑON, CALIFORNIA, THE YOSEMITE VALLEY, THE CANADIAN ROCKIES, ALASKA, AND THE YELLOWSTONE PARK.

Early Summer Alaska Tour

JUNE 1, 1910

CANADIAN ROCKIES, ALASKA AND THE YELLOWSTONE PARK.

RAYMOND & WHITCOMB COMPANY.

(INCORPORATED.)

BOSTON:
306 WASHINGTON STREET.

NEW YORK:
225 FIFTH AVENUE.

PHILADELPHIA:
1005 CHESTNUT STREET.

CHICAGO:
202 SOUTH CLARK STREET.

PITTSBURGH: 214 OLIVER BUILDING, SMITHFIELD STREET.
(after April 1.)

Lower Falls, Yellowstone Cañon.

UPB

A SPRING TOUR TO CALIFORNIA, INCLUDING THE GRAND CAÑON OF ARIZONA AND THE YOSEMITE VALLEY.

(Tour L.)

Returning by Various Scenic Routes, with Opportunities for Visiting the Cañons and Gorges of Colorado, the Pacific Northwest, ALASKA, the Canadian Rockies, and the YELLOWSTONE NATIONAL PARK

Leaving the East Tuesday, May 3, 1910.

Also a Tour to Alaska, the Canadian Rockies, and Yellowstone Park, omitting California.
Leaving the East, June 1, 1910.

See pages 73–80.

TOUR L — PRICES OF TICKETS.

The prices of tickets for the complete tours from Boston, New York, or Philadelphia, as herein described, will be as follows:

All expenses with the party to and through California, including side trips and all principal attractions as per itinerary, and returning June 13 (Route D) from San Francisco and Oakland Pier *via* the Denver & Rio Grande Line, including the Sierra Nevada, the Yellowstone Park, Salt Lake City, the Royal Gorge, Manitou, Cripple Creek, and Denver (see page 9).....$565.00

All expenses with the party to and through California, including side trips and all principal attractions as per itinerary, leaving San Francisco June 7 (Route E), including the Alaska voyage and returning *via* the Northern Pacific Line, visiting the Yellowstone National Park *en route* (see page 15).....$695.00

All expenses with the party to and through California, including side trips and all principal attractions as per itinerary, leaving San Francisco June 7 (Route F), returning *via* the Canadian Pacific Line (see page 21)....$525.00

Prices for the above Complete Tours from the following points will be as follows:

	Less than above prices.
From Buffalo back to Buffalo.....	$25.00
Pittsburgh back to Pittsburgh.....	30.00
Chicago back to Chicago.....	50.00

Note Regarding Prices.

In every case the prices named in this circular for the parties under special escort for the complete round trip include first-class railway (or steamship) fare, Pullman berths for the outward journey from the East to Southern California, the side trip to the Grand Cañon of the Colorado River, meals *en route* in dining cars, all hotel accommodations and transfers in California in accordance with the itinerary; and on the homeward journey a Pullman berth, hotel accommodations and transfers, meals *en route* in dining cars, side trips, carriage drives, etc., in accordance with the various itineraries; and for the members of the Alaska parties, a stateroom berth and meals on the steamship "Spokane."

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, nor to the side trip into the Yosemite Valley, where trunks are not taken by the stages.) All hand luggage remains in the personal care of the owners; and it is advisable to take no more or heavier luggage of this description than necessary.

Tags are supplied by us with every ticket, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other

piece of baggage, to serve as a ready means of identification. Hand luggage must remain in the personal care of the owners.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Registration Methods.

Persons desiring to join one of our parties should send their names to be registered *as early as convenient*. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and, should the passenger even then be prevented from going, the money will be refunded.

Persons are not compelled to come to the starting-point in order to join a party, but may connect with the train at any convenient place along the route.

Special Notes.

The dates of arrival and departure in the various places to be visited are liable to change, but timely notice of the exact hour of leaving will be given by the conductor. It may be necessary to alter or modify the program where the comfort and welfare of the passengers can be enhanced thereby, or when circumstances beyond the control of the conductor render such a course necessary. If it should become impracticable or undesirable to visit any particular section included in the itinerary, such changes will be made, but only such alterations of the program will be carried out as the case absolutely demands.

In acting for the various railroads and steamship companies, as well as for all other companies or individuals furnishing transportation or service of any kind, Raymond & Whitcomb Company do so only in the capacity of agents, and as such will not be liable for any delay, accident, or loss occasioned by the negligence of any person or company entrusted with such transportation or service.

Hints about Clothing.

In New Mexico, Arizona, and California the temperature will most likely be genial, but warm clothing, with light overcoats, shawls, or convenient wraps, should be a part of the outfit. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. In the Yosemite trip, strong and serviceable clothing and a pair of stout

walking-shoes or boots will be best; and these will be useful, of course, in other parts of the tours, especially in the Yellowstone National Park. No trunks are taken into the Yosemite Valley, and on the trip through the Yellowstone Park the trunks are not taken beyond Salt Lake City or the Mammoth Hot Springs Hotel, as the case may be. On both trips the traveler should be prepared with clothing which dust cannot injure, and wraps for evening wear. There are few nights within the park, even in midsummer, without frosts. For the Alaska voyage one should dress as warmly as for an Atlantic Ocean voyage, but no warmer, since that should mean woolens and wraps.

ITINERARY — TOUR L.

Returning by the Denver & Rio Grande Line including the Yellowstone National Park.

TUESDAY, May 3. Tour L.— LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division of the New York Central Lines, in special Pullman cars *running through to southern California without change*. Baggage should be checked to Riverside, Cal. (See note about baggage tags, page 5.) Leave Worcester 11.11 A. M., Springfield 12.35 NOON, Pittsfield 2.25 P. M., Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 10.20 P. M. (Central time). Luncheon and dinner in dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Luncheon and dinner in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M. Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Luncheon and dinner in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.— Railway time changes at Buffalo, N.Y., from Eastern standard to Central standard, one hour slower.

WEDNESDAY, May 4. Tour L.— *En route* westward; arrive at Chicago. 12.50 NOON. LEAVE CHICAGO 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, May 5. Tour L.— *En route* westward *via* the Atchison, Topeka & Santa Fe Railway, through the State of Kansas and southeastern Colorado.

NOTE.— Railway time changes at Dodge City, Kan., from Central standard to Mountain standard, one hour slower.

FRIDAY, May 6. Tour L.— *En route* westward through New Mexico and Arizona.

SATURDAY, May 7. Tour L.— Arrive at Grand Cañon 8.00 A. M.

SUNDAY, May 8. Tour L.— At the Grand Cañon; leave 1.00 P. M for Williams and the West.

NOTE.— Railway time changes at Seligman, Ariz., from Mountain standard to Pacific standard, one hour slower.

MONDAY, May 9. Tour L.— Arrive at Riverside 1.00 P. M.: transfer to The Glenwood.

TUESDAY, May 10. Tour L.— At The Glenwood, Riverside. Carriage drive about the city and a trip to Redlands, where a carriage drive will be included.

WEDNESDAY, May 11. Tour L.— Leave Riverside 8.25 A. M., arrive at San Diego 1.10 P. M.; transfer to Hotel del Coronado, Coronado Beach.

THURSDAY, May 12. Tour L.— At Hotel del Coronado.

FRIDAY, May 13. Tour L.— Leave San Diego 2.05 P. M.; arrive at Los Angeles 6.15 P. M.; transfer to a hotel to be designated by the conductor of party.

SATURDAY, May 14. Tour L.
SUNDAY, May 15. Tour L.
MONDAY, May 16. Tour L.
TUESDAY, May 17. Tour L.
} In Los Angeles.

NOTE.— During the stay in Los Angeles there will be a side trip to Pasadena, including a carriage drive about the latter city and a trip to Echo Mountain and Alpine Tavern, *via* the Pacific Electric Railway.

WEDNESDAY, May 18. Tour L.— Leave Los Angeles 1.45 P. M. Arrive at Santa Barbara 6.17 P. M., to The Potter.

THURSDAY, May 19. Tour L.
FRIDAY, May 20. Tour L.
SATURDAY, May 21. Tour L.
SUNDAY, May 22. Tour L.
} In Santa Barbara. During the stay there will be a carriage drive in and about the city.

MONDAY, May 23. Tour L.— Leave Santa Barbara 11.40 A. M. *via* the Coast Division of the Southern Pacific Company. Arrive at Del Monte Station 8.58 P. M.; to Hotel del Monte.

TUESDAY,	May 24.	Tour L.	At Hotel del Monte. While here the famous "seventeen-mile" drive will be taken.
WEDNESDAY,	May 25.	Tour L.	
THURSDAY,	May 26.	Tour L.	
FRIDAY,	May 27.	Tour L.	

SATURDAY, May 28. Tour L.— Leave Del Monte Station 8.30 A. M. Arrive at Santa Cruz 10.35 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz 4.00 P. M.; arrive at San Jose 6.00 P. M.; transfer to the Hotel Vendome.

SUNDAY, May 29. Tour L.— In San Jose.

MONDAY, May 30. Tour L.— In San Jose. Side trip to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

TUESDAY, May 31. Tour L.— In San Jose. Side trip to Palo Alto and return, including carriage drive to the Leland Stanford Junior University.

Leave San Jose 7.20 P. M., by the Southern Pacific Company's line, *via* Newark; arrive at Oakland Pier 9.20 P. M.; leave Oakland Pier 11.00 P. M. in sleeping cars.

WEDNESDAY, June 1. Tour L.— Arrive at El Portal in the morning; after breakfast at Hotel del Portal leave by stage, arriving 12.00 NOON at the Sentinel Hotel in the Yosemite Valley.

THURSDAY, June 2. Tour L.— In the Yosemite Valley.

FRIDAY, June 3. Tour L.— Leave Sentinel Hotel by stage 1.00 P. M.; arrive at Wawona 6.30 P. M.

SATURDAY, June 4. Tour L.— At Wawona. Side trip by stage to the Big Tree Grove.

SUNDAY, June 5. Tour L.— Leave Wawona 11.00 A. M. by stage; arrive at El Portal 6.00 P. M.; dinner at Hotel del Portal, and leave 8.00 P. M. in sleeping cars.

MONDAY, June 6. Tour L.— Arrive at San Francisco 8.28 A. M.; transfer to The Fairmont.

TUESDAY,	June 7.	Tour L.	In San Francisco.
WEDNESDAY,	June 8.	Tour L.	
THURSDAY,	June 9.	Tour L.	
FRIDAY,	June 10.	Tour L.	
SATURDAY,	June 11.	Tour L.	
SUNDAY,	June 12.	Tour L.	

NOTE.— During the stay in San Francisco an excursion will be made to Mount Tamalpais and return, *via* the Mill Valley & Mount Tamalpais Scenic Railway.

Some variations of the above itinerary may be necessary.

MONDAY, June 13. Tour L.— Leave San Francisco 9.00 A. M. from the Oakland ferry; arrive at Oakland Pier 9.20 A. M.; leave 9.30 A. M. by the Southern Pacific Company's Ogden Route taking a train of Pullman sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada Mountains by daylight.

NOTE.— Railway time changes at Sparks, Nev., from Pacific standard to Mountain standard one hour faster.

TUESDAY, June 14. Tour L.— *En route* through Nevada and Utah; arrive at Ogden 5.35 P. M., and leave 7.50 P. M. *via* the Oregon Short Line Railroad.

WEDNESDAY, June 15. Tour L.— Arrive at Yellowstone in the morning; after breakfast leave Yellowstone by stages for the tour through the park; arrive at the Fountain Hotel, where luncheon will be served, 12.00 NOON. The hotel is near the Fountain Geyser and the Mammoth Paint Pots. Leave the Fountain Hotel 2.00 P. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 5.00 P. M.; here are situated Old Faithful, the Beehive, Giantess, Castle, and other great geysers.

THURSDAY, June 16. Tour L.— At Old Faithful Inn.

FRIDAY, June 17. Tour L.— Leave Upper Geyser Basin in the morning; arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here; arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

SATURDAY, June 18. Tour L.– Leave the Colonial Hotel, Yellowstone Lake, after breakfast, stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 12.30 NOON.

SUNDAY, June 19. Tour L.— Leave the Cañon Hotel after breakfast, arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.

MONDAY, June 20. Tour L.— Leave Mammoth Hot Springs after breakfast. Arrive at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Yellowstone, arriving about 6.00 P. M.; after dinner resume sleeping cars and leave Yellowstone during the evening *via* the Oregon Short Line Railroad.

TUESDAY, June 21. Tour L.— Arrive at Salt Lake City 7.45 A.M. transfer to the Hotel Knutsford. Leave Salt Lake City *via* the Denver & Rio Grande Railroad 6.30 P. M., in sleeping cars.

WEDNESDAY, June 22. Tour L.— From Grand Junction eastward, passing through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou 9.00 P. M.; transfer to the Cliff House.

THURSDAY, June 23. Tour L.
FRIDAY, June 24. Tour L.
} In Manitou. During the stay there will be a carriage drive through the Garden of the Gods.

One day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

SATURDAY, June 25. Tour L.— Leave Manitou 8.50 A. M. Arrive at Denver 12.30 NOON; transfer to The Shirley; carriage drive in the afternoon.

SUNDAY, June 26. Tour L. — In Denver. Transfer to the station, and leave 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

NOTE.— Railway time changes at Phillipsburg, Kan., from Mountain standard to Central standard, one hour faster.

MONDAY, June 27. Tour L.— *En route* eastward through Kansas, Nebraska, and Iowa. Arrive at Oamha 1.00 P. M.; leave Omaha 2.45 P. M.

TUESDAY, June 28. Tour L.— On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; ARRIVE AT CHICAGO 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

WEDNESDAY, June 29. Tour L.— ARRIVE AT PITTSBURGH 6.30 A. M.; ARRIVE AT NEW YORK, Grand Central Station, 1.48 P. M.; ARRIVE AT Boston, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTES.— Railway time changes at Buffalo, N.Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

ITINERARY — TOUR L.

Returning by Route E (Northern Pacific Line), including Alaska and the Yellowstone National Park.

TUESDAY, May 3. Tour L.— LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division of the New York Central Lines, in special Pullman cars *running through to southern California without change*. Baggage should be checked to Riverside, Cal. (See note about baggage tags, page 5.) Leave Worcester 11.11 A. M., Springfield 12.35 NOON, Pittsfield 2.25 P. M., Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 10.20 P. M. (Central time). Luncheon and dinner in the dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Luncheon and dinner in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Luncheon and dinner in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.— Railway time changes at Buffalo, N.Y., from Eastern standard to Central standard, one hour slower.

WEDNESDAY, May 4. Tour L.— *En route* westward; arrive at Chicago 12.50 NOON. LEAVE CHICAGO 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, May 5. Tour L.— *En route* westward *via* the Atchison, Topeka & Santa Fe Railway, through the State of Kansas and southeastern Colorado.

NOTE.— Railway time changes at Dodge City, Kan., from Central standard to Mountain standard, one hour slower.

FRIDAY, May 6. Tour L.— *En route* westward through New Mexico and Arizona.

SATURDAY, May 7. Tour L.— Arrive at Grand Cañon 8.00 A. M.

SUNDAY, May 8. Tour L.— At the Grand Cañon; leave 1.00 P. M. for Williams and the West.

NOTE.— Railway time changes at Seligman, Ariz., from Mountain standard to Pacific standard, one hour slower.

MONDAY, May 9. Tour L.— Arrive at Riverside 1.00 P. M.; transfer to The Glenwood.

TUESDAY, May 10. Tour L.— At The Glenwood, Riverside. Carriage drive about the city and a trip to Redlands, where a carriage drive will be included.

WEDNESDAY, May 11. Tour L.— Leave Riverside 8.25 A. M., arrive at San Diego 1.10 P. M.; transfer to Hotel del Coronado, Coronado Beach.

THURSDAY, May 12. Tour L.— At Hotel del Coronado.

FRIDAY, May 13. Tour L.— Leave San Diego 2.05 P. M.; arrive at Los Angeles 6.15 P. M., transfer to a hotel to be designated by the conductor of party.

SATURDAY, May 14. Tour L.
SUNDAY, May 15. Tour L.
MONDAY, May 16. Tour L.
} In Los Angeles.

NOTE.— During the stay in Los Angeles there will be a side trip to Pasadena, including a carriage drive about the latter city and a trip to Echo Mountain and Alpine Tavern, *via* the Pacific Electric Railway.

TUESDAY, May 17. Tour L.— Leave Los Angeles 1.45 P. M. Arrive at Santa Barbara 6.17 P. M.; to The Potter.

WEDNESDAY, May 18. Tour L.
THURSDAY, May 19. Tour L.
} At The Potter, Santa Barbara. During the stay there will be a carriage drive in and about the city.

FRIDAY, May 20. Tour L.— Leave Santa Barbara 11.40 A. M. *via* the Coast Division of the Southern Pacific Company. Arrive at Del Monte Station 8.58 P. M.; to Hotel del Monte.

SATURDAY, May 21. Tour L.
SUNDAY, May 22. Tour L.
} At Hotel del Monte. While here the famous "seventeen-mile" drive will be taken.

MONDAY, May 23. Tour L.— Leave Del Monte Station 8.30 A. M. Arrive at Santa Cruz 10.35 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz 4.00 P. M.; arrive at San Jose 6.00 P. M.; transfer to the Hotel Vendome.

TUESDAY, May 24. Tour L.— In San Jose. Side trip to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

WEDNESDAY, May 25. Tour L.— In San Jose. Side trip to Palo Alto and return, including carriage drive to the Leland Stanford Junior University.

THURSDAY, May 26. Tour L.— Leave San Jose 7.20 P. M. by the Southern Pacific Company's line, *via* Newark; arrive at Oakland Pier 9.20 P. M.; leave Oakland Pier 11.00 P. M. in sleeping cars.

FRIDAY, May 27. Tour L.— Arrive at El Portal in the morning; after breakfast at Hotel del Portal leave by stage, arriving 12.00 NOON at the Sentinel Hotel in the Yosemite Valley.

SATURDAY, May 28. Tour L.— In the Yosemite Valley.

SUNDAY, May 29. Tour L.— Leave Sentinel Hotel by stage 1.00 P. M. arrive at Wawona 6.30 P. M.

MONDAY, May 30. Tour L.— At Wawona. Side trip by stage to the Big Tree Grove.

TUESDAY, May 31. Tour L.— Leave Wawona 11.00 A. M. by stage; arrive at El Portal 6.00 P. M.; dinner at Hotel del Portal, and leave 8.00 P. M. in sleeping cars.

WEDNESDAY, June 1. Tour L.— Arrive at San Francisco 8.28 A. M. transfer to The Fairmont.

THURSDAY,	June 2.	Tour L.	In San Francisco.
FRIDAY,	June 3.	Tour L.	
SATURDAY,	June 4.	Tour L.	
SUNDAY,	June 5.	Tour L.	
MONDAY,	June 6.	Tour L.	

NOTE.— During the stay in San Francisco an excursion will be made to Mount Tamalpais and return, *via* the Mill Valley & Mount Tamalpais Scenic Railway.

Some variations of the above itinerary may be necessary.

TUESDAY, June 7. Tour L.— Leave San Francisco 8.20 P. M. from the Oakland ferry, and leave Oakland Pier about 8.50 P. M. by the Southern Pacific Company's Shasta Route.

WEDNESDAY, June 8. Tour L.— *En route* through the Mount Shasta region and over the Siskiyou Mountains.

THURSDAY, June 9. Tour L.— Arrive at Portland 7.45 A. M.; transfer to The Portland.

FRIDAY, June 10. Tour L.— In Portland.

SATURDAY, June 11. Tour L.— Leave Portland 8.30 A. M. *via* the Northern Pacific Railway; luncheon will be served in the dining car; arrive at Tacoma 2.25 P. M.; transfer to The Tacoma.

SUNDAY, June 12. Tour L.— In Tacoma.

MONDAY, June 13. Tour L.— Leave Tacoma 8.15 A. M.; arrive at Seattle 10.00 A. M.; transfer to The Lincoln.

TUESDAY, June 14. Tour L.— In Seattle. Transfer to the wharf, and leave Seattle 9.00 P. M. on the Alaska excursion steamer "Spokane" of the Pacific Coast Steamship Company.

WEDNESDAY, June 15. Tour L.— Steamer calls at Victoria.

THURSDAY,	June 16.	Tour L.	On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island, Lynn Canal, Davidson Glacier, Skagway, Glacier Bay, Sitka, Taku Glacier, Old Kasaan, Vancouver, etc.
FRIDAY,	June 17.	Tour L.	
SATURDAY,	June 18.	Tour L.	
SUNDAY,	June 19.	Tour L.	
MONDAY,	June 20.	Tour L.	
TUESDAY,	June 21.	Tour L.	
WEDNESDAY,	June 22.	Tour L.	
THURSDAY,	June 23.	Tour L.	
FRIDAY,	June 24.	Tour L.	
SATURDAY,	June 25.	Tour L.	
SUNDAY,	June 26.	Tour L.	

NOTE.— On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached, is about one hour slower than Pacific standard.

MONDAY, June 27. Tour L.— Steamer due at Seattle in the morning; transfer to The Lincoln.

TUESDAY, June 28. Tour L.— In Seattle.

WEDNESDAY, June 29. Tour L.— In Seattle; transfer to the station, and leave Seattle 3.00 P. M. by the Northern Pacific Railway. Meals *en route* will be served in dining cars.

THURSDAY, June 30. Tour L.— *En route* eastward.

NOTE.— Railway time changes at Trout Creek, Mont., from Pacific standard to Mountain standard, one hour faster.

FRIDAY, July 1. Tour L.— Arrive at Livingston, Mont., at an early morning hour; breakfast at Livingston; leave by Park branch 8.00 A. M. Arrive at Gardiner 10.30 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

SATURDAY, July 2. Tour L.— Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SUNDAY, July 3. Tour L.— Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle, and other great geysers.

MONDAY, July 4. Tour L.— Leave Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

TUESDAY, July 5. Tour L.— Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel, 12.30 NOON.

WEDNESDAY, July 6. Tour L.— At the Yellowstone Cañon Hotel.

THURSDAY, July 7. Tour L.— Leave the Cañon Hotel after breakfast, arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.; after dinner transfer by stage to Gardiner, and resume the sleeping cars for the eastward journey.

FRIDAY, July 8. Tour L.— *En route* eastward through Montana and North Dakota; meals in dining car.

NOTE.— Railway time changes at Mandan, N.D., from Mountain standard to Central standard, one hour faster.

SATURDAY, July 9.— Arrive at St. Paul 7.40 A. M.; transfer to the Hotel Ryan or The St. Paul.

SUNDAY, July 10.— In St. Paul; leave 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

MONDAY, July 11.— Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Streets, 8.55 A. M. Transfer to Central Station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

TUESDAY, July 12.— ARRIVE AT PITTSBURGH 6.30 A. M.' ARRIVE AT NEW YORK, Grand Central Station, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTES.— Railway time changes at Buffalo, N.Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

ITINERARY — TOUR L.

Returning by Route F (Canadian Pacific Line), including Banff Springs Hotel.

TUESDAY, May 3. Tour L.— LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division of the New York Central Lines, in special Pullman cars *running through to southern California without change*. Baggage should be checked to Riverside, Cal. (See note about baggage tags, page 5.) Leave Worcester 11.11 A. M., Springfield 12.35 NOON, Pittsfield 2.25 P. M., Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 10.20 P. M. (Central time). Luncheon and dinner in the dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Luncheon and dinner in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Luncheon and dinner in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.— Railway time changes at Buffalo, N.Y., from Eastern standard to Central standard, one hour slower.

WEDNESDAY, May 4. Tour L.— *En route* westward; arrive at Chicago 12.50 NOON. LEAVE CHICAGO 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, May 5. Tour L.— *En route* westward *via* the Atchison, Topeka & Santa Fe Railway, through the State of Kansas and southeastern Colorado.

NOTE.— Railway time changes at Dodge City, Kan., from Central standard to Mountain standard, one hour slower.

FRIDAY, May 6. Tour L.— *En route* westward through New Mexico and Arizona.

SATURDAY, May 7. Tour L.— Arrive at Grand Cañon 8.00 A. M.

SUNDAY, May 8. Tour L.— At the Grand Cañon; leave 1.00 P. M. for Williams and the West.

NOTE.— Railway time changes at Seligman, Ariz., from Mountain standard to Pacific standard, one hour slower.

MONDAY, May 9. Tour L.— Arrive at Riverside 1.00 P. M.; transfer to The Glenwood.

TUESDAY, May 10. Tour L.— At The Glenwood. Riverside. Carriage drive about the city and a trip to Redlands, where a carriage drive will be included.

WEDNESDAY, May 11. Tour L.— Leave Riverside 8.25 A. M., arrive at San Diego 1.10 P. M.; transfer to Hotel del Coronado, Coronado Beach.

THURSDAY, May 12. Tour L.— At Hotel del Coronado.

FRIDAY, May 13. Tour L.— Leave San Diego 2.05 P. M.; arrive at Los Angeles 6.15 P. M.; transfer to a hotel to be designated by the conductor of party.

SATURDAY, May 14. Tour L.
SUNDAY, May 15. Tour L.
MONDAY, May 16. Tour L.
} In Los Angeles.

NOTE.— During the stay in Los Angeles there will be a side trip to Pasadena, including a carriage drive about the latter city and a trip to Echo Mountain and Alpine Tavern, *via* the Pacific Electric Railway.

TUESDAY, May 17. Tour L.— Leave Los Angeles 1.45 P. M. Arrive at Santa Barbara 6.17 P. M.; to The Potter.

WEDNESDAY, May 18. Tour L.
THURSDAY, May 19. Tour L.
} At The Potter, Santa Barbara. During the stay there will be a carriage drive in and about the city.

FRIDAY, May 20. Tour L.— Leave Santa Barbara 11.40 A. M. *via* the Coast Division of the Southern Pacific Company. Arrive at Del Monte Station 8.58 P. M.; to Hotel del Monte.

SATURDAY, May 21. Tour L. } At Hotel del Monte. While
SUNDAY, May 22. Tour L. } here the famous "seventeen-mile" drive will be taken.

MONDAY, May 23. Tour L.— Leave Del Monte Station 8.30 A. M. Arrive at Santa Cruz 10.35 A. M.; carriage drive to the Cliffs and other points, luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz 4.00 P. M.; arrive at San Jose 6.00 P. M.; transfer to the Hotel Vendome.

TUESDAY, May 24. Tour L.— In San Jose. Side trip to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

WEDNESDAY, May 25. Tour L.— In San Jose. Side trip to Palo Alto and return, including carriage drive to the Leland Stanford Junior University.

THURSDAY, May 26. Tour L.— Leave San Jose 7.20 P. M. by the Southern Pacific Company's line, *via* Newark; arrive at Oakland Pier 9.20 P. M.; leave Oakland Pier 11.00 P. M. in sleeping cars.

FRIDAY, May 27. Tour L.— Arrive at El Portal in the morning; after breakfast at Hotel del Portal leave by stage, arriving 12.00 NOON at the Sentinel Hotel in the Yosemite Valley.

SATURDAY, May 28. Tour L.— In the Yosemite Valley.

SUNDAY, May 29. Tour L.— Leave Sentinel Hotel by stage 1.00 P. M.; arrive at Wawona 6.30 P. M.

MONDAY, May 30. Tour L.— At Wawona. Side trip by stage to the Big Tree Grove.

TUESDAY, May 31. Tour L.— Leave Wawona 11.00 A. M. by stage; arrive at El Portal 6.00 P. M.; dinner at Hotel del Portal, and leave 8.00 P. M. in sleeping cars.

WEDNESDAY, June 1. Tour L.— Arrive at San Francisco 8.28 A. M.; transfer to The Fairmont.

THURSDAY,	June 2.	Tour L.	In San Francisco.
FRIDAY,	June 3.	Tour L.	
SATURDAY,	June 4.	Tour L.	
SUNDAY,	June 5.	Tour L.	
MONDAY,	June 6.	Tour L.	

NOTE.— During the stay in San Francisco an excursion will be made to Mount Tamalpais and return, *via* the Mill Valley & Mount Tamalpais Scenic Railway.

Some variations of the above itinerary may be necessary.

TUESDAY, June 7. Tour L.— Leave San Francisco 8.20 P. M. from the Oakland ferry, and leave Oakland Pier about 8.50 P. M. by the Southern Pacific Company's Shasta Route.

WEDNESDAY, June 8. Tour L.— *En route* through the Mount Shasta region and over the Siskiyou Mountains.

THURSDAY, June 9. Tour L.— Arrive at Portland 7.45 A. M.; transfer to The Portland; leave Portland about MIDNIGHT. in Pullman sleeping cars.

FRIDAY, June 10. Tour L.— Arrive at Seattle 7.00 A. M.; transfer to The Lincoln.

NOTE. — During the stay in Seattle arrangements can be made for a side trip to Tacoma.

SATURDAY, June 11. Tour L.— In Seattle. Transfer to the wharf, and leave by steamer about MIDNIGHT. Stateroom berths furnished.

SUNDAY, June 12. Tour L.— Arrive at Victoria 7.00 A. M.; transfer to The Empress.

NOTE.— During the stay in Victoria there will be a carriage drive to the points of interest in and about the city.

MONDAY, June 13. Tour L.— In Victoria. Transfer to the wharf and leave Victoria 2.00 P. M. by steamer for Vancouver; upon arrival transfer to the Vancouver Hotel.

TUESDAY, June 14. Tour L.— Leave Vancouver 2.00 P. M. *via* the Canadian Pacific Railway, in sleeping cars.

WEDNESDAY, June 15. Tour L.— Arrive at Glacier 8.57 A. M.

THURSDAY, June 16. Tour L.— Leave Glacier 9.27 A. M.; arrive at Laggan 4.30 P. M.; transfer to the Chalet at Lake Louise.

NOTE.— Railway time changes at Laggan, B.C., from Pacific standard to Mountain standard, one hour faster.

FRIDAY, June 17. Tour L.— At Lake Louise.

SATURDAY, June 18. Tour L.— Transfer from the Chalet and leave Laggan 5.55 P. M.; arrive at Banff 7.10 P. M.; transfer to the Banff Springs Hotel.

SUNDAY, June 19. Tour L.— At Banff Springs Hotel.

MONDAY, June 20. Tour L.— At Banff Springs Hotel; transfer to station and leave by evening train for the East.

TUESDAY, June 21. Tour L.— *En route* eastward. From Portal over the Minneapolis, St. Paul & Sault Ste. Marie Railway.

NOTE. — Railway time changes at Portal, N.D., from Mountain standard to Central standard, one hour faster.

WEDNESDAY, June 22. Tour L.— Arrive at St. Paul 5.55 P. M.; transfer to Hotel Ryan or The St. Paul.

THURSDAY, June 23. Tour L.— In St. Paul; leave 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

FRIDAY, June 24. Tour L.— Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Streets, 8.55 A. M. Transfer to the Central Station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

SATURDAY, June 25. Tour L.— ARRIVE AT PITTSBURGH 6.30 A. M.; ARRIVE AT NEW YORK, Grand Central Station, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTES.— Railway time changes at Buffalo, N.Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

A SPRING TOUR TO THE GRAND CAÑON OF ARIZONA.

and the Chief Pacific Coast Resorts.

THIS circular briefly outlines a tour that for richness of interest, and for novelty and comprehensiveness, leaves little to be desired. The crowning glory of this continent from a scenic standpoint is brought under inspection on the outward journey, thanks to the enterprise of the Atchison, Topeka & Santa Fe Railway system in having brought the Grand Cañon of the Colorado River within the reach of the transcontinental traveler without resorting to a long and tedious stage journey. This stupendous wonder can now be visited with no greater tax upon the strength and comfort of the tourist than is involved in being a passenger in a luxurious Pullman car, which lands him at the very rim of this "Titan of Chasms," as it has been felicitously called.

The early stages of the journey are to be made on the solidly constructed and admirably equipped railways of the New York Central Lines, — the "Great Four-track Route," — which afford such superior facilities for travel between the Atlantic Coast and Chicago. Persons can join the party at Worcester, Springfield, Pittsfield, Albany, Utica, Syracuse, Rochester, or points farther west.

Beyond Chicago the remainder of the journey through to southern California will be over the extensive Atchison,

Topeka & Santa Fe Railway system. The great States of Illinois, Iowa, and Missouri are traversed before reaching Kansas City. This city lies upon the boundary line of two States, Missouri and Kansas, with its chief population, public buildings, etc., in the former.

Leaving Kansas City, the great State of Kansas is traversed from one end to the other. The Kansas or Kaw River is followed up as far as Topeka, the State capital and a very pretty city, and the railway then passes through a rich coal section and a productive farming region, reaching the Arkansas River near Hutchinson. Western Kansas and eastern Colorado are given up largely to cattle-grazing. The main line of the Santa Fe system traverses the southeast corner of Colorado, with the Rocky Mountains in plain sight most of the way, — Pike's Peak, the high summits of the Greenhorn, the Culebra range, and the shapely Spanish Peaks forming the chief landmarks. The Raton Mountains, a lateral spur of the Rockies, are crossed near Trinidad. Just back of Trinidad the castellated summit of Fisher's Peak rises to the height of 9,633 feet above sea-level. The descent on the New Mexico side, like the ascent from the north, is by a heavy grade, and the great New Mexican plateau is reached. This region is devoted chiefly to grazing, and there are in the vicinity several large cattle-ranches. Through the mountains the railroad follows pretty closely the old "Santa Fe trail," and several historic places, including the site of Dick Wootton's old toll-gate, are to be seen by the way.

Crossing another mountain spur at Glorieta Pass, after leaving Las Vegas and descending on the western slope, Lamy Junction is reached. At Glorieta and in the neighboring Apache Cañon, through which the railroad passes in descending the western face of the mountains, a sharp fight took place early in the Civil War between the United States forces and a band of Texans who were bent upon seizing New Mexico. Some twenty miles west of Las Vegas is Starvation Mountain, where a band of Indians is said to have surrounded and vanquished by starvation one hundred and forty Mexicans; and farther west, in the Pecos Valley, are the ruins of a church built by the Spaniards in 1592, and of a far more ancient city.

The approach to Albuquerque is picturesque, the Sandia Mountains, which lie at no great distance northeast, adding to the beauty of the scenery. Albuquerque was a populous Mexican town long before the railroad came, having been christened in honor of the Duke of Albuquerque in the days of Spanish rule.

The main continental divide is crossed in New Mexico; but there is little to indicate, either in the surroundings or the approach, that it is the ridge-pole of America. At Laguna, sixty-six miles west of Alberquerque, the road passes directly through an Indian *pueblo*, the houses of which are built in terraces, two and three stories in height. Sixteen miles south of Laguna is the *pueblo* of Acoma, one of the most remarkable in America; and forty-five miles from Fort Wingate, which is near Wingate Station, is the famous *pueblo* of Zuñi. At Gallup are extensive coal

mines. Defiance is the supply station for Fort Defiance and the Navajo agency. The great Navajo reservation lies north of the railroad in both New Mexico and Arizona, extending along the line of Colorado and Utah. Between Manuelito (a station so named in honor of a former chief of the Navajos) and Allantown the Arizona line is crossed. Near Adamana and Holbrook are the famous petrified forests of Arizona. Twenty-six miles west of Winslow the road crosses the Cañon Diablo, an immense zigzag, yawning chasm in the white and yellow magnesian limestone.

The magnificent San Francisco Mountains, a group of lofty, snow-clad peaks which rise a few miles north of the railroad, at Flagstaff, will attract attention. There are three sharp peaks of purest white, supported by dark shoulders of cedar and piñon-covered slopes. The main peaks are Humphrey, Agassiz, and Humboldt, and the long, dark, eastern ridge is Mount Minor. Mount Humphrey is 12,851 feet high, and Mount Agassiz is only 300 feet lower.

The mountains southeast of the San Francisco group are known as the Coconino range. They are mainly extinct volcanoes. One of them, called Sunset Mountain, presents a singular aspect, the rim of its crater being tipped with red lava rock. In another of the Coconino hills is a group, numbering sixty-five, of the mysterious cave dwellings which are supposed to antedate the prehistoric cliff dwellings, an extensive collection of which is found at Walnut Cañon, nine miles from Flagstaff. Through a

large part of this section ruins of cities and towns which were built of stone are found.

At Williams, thirty-four miles west of Flagstaff, we leave the main line of railway and go sixty-five miles north to the Grand Cañon of Arizona, over the line of the Grand Cañon Railway.

That so sublime a manifestation of grandeur and beauty as that found here should have called forth some of the finest tributes from the most gifted pens in this country is what we would naturally expect; and such is preeminently the case. It is an inspiration that inspires, a manifestation of the results of forces so Titanic that all previous conceptions of grandeur and sublimity seem utterly dwarfed; and the beholder, however familiar he may be with the great show-places of the earth, finds himself awed into silence in the presence of so stupendous a panorama of form and color. The brush of the painter has also been busy in the almost hopeless task of transferring such matchless scenes to the canvas; and thanks to the incomparable genius of a Moran, we have the masterful portrayal of this giant rift which adorns the walls of the Capitol at Washington. But neither the eloquent tongue of the orator, the pen of the most gifted writer, nor the brush of the most inspired artist can do more than hint at the vastness, the sublimity, and the beauty which is felt but which can never be adequately expressed.

Statistics may be instructive, but they can never add very much to the profound impression which is gained by a look into this awful chasm. What is known to the

geologists as the Grand Cañon district lies principally in northwest Arizona, its length from northeast to southwest in a straight line being about 180 miles, its width 125 miles, and its total area some 15,000 square miles. Its northerly beginning, at the high plateaus in southern Utah, is a series of terraces many miles broad, dropping like a stairway, step by step to successively lower geological formations, until in Arizona the platform is reached which borders the real chasm and extends southerly far into the central part of that Territory. It is the theory of geologists that 10,000 feet of strata have been swept away by erosion from the surface of the entire platform. From this it follows that the chasm of the Grand Cañon proper, were the missing strata restored to the adjacent plateau, would be 16,000 feet deep. The actual total vertical depth is over a mile.

After our visit to the Grand Cañon we return to Williams and resume the westward journey over the main line of the Santa Fe Route. The Colorado River is crossed at the Needles. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are picturesque mountains, which give the station its name. Proceeding westward, the road crosses the great Mojave Desert of California, an elevated tract whereon little besides the yucca palm is seen growing. Numerous lava hills are scattered about the eastern section of the desert.

Emerging from the Mojave Desert, beyond Barstow, and following up for a time the Mojave River, which farther north disappears altogether in a desert "sink," our

train climbs the slopes of the San Bernardino range toward the Cajon Pass, which pierces the mountain wall not far east of the snow-capped peak known as "Old Baldy." In approaching the pass, and also while descending the steep grades on the other side, the traveler nearing San Bernardino enjoys a succession of magnificent views. The summit of the pass is about 3,400 feet above the sea.

From the scene of waste and desolation presented by the Mojave Desert, we enter the garden of California, a region where the flowers and fruits of the semi-tropics grow in profusion. Luxuriant orange orchards and vineyards take the place of desert sands, and the air becomes fragrant with the sweet breath of orange blossoms.

SOUTHERN CALIFORNIA
Cities, Hotels, and Resorts.

RIVERSIDE, six miles from Colton and nine miles from San Bernardino, is an older settlement than most of the valley towns, and is a paradise of orange orchards, vineyards, and gardens. The New Glenwood or Mission Inn takes the place of an old and much-favored establishment, and under the same skilled management it has served to increase the popularity of this beautiful resort. Riverside possesses many attractions peculiar to southern California and a situation in front of the noble San Bernardino Mountains that could not be surpassed. It is in the center of the best orange-growing section of California, and the residents, who are chiefly from the East, have carried to their new Western homes many New England ideas. The famous Magnolia Avenue, one of the handsomest driveways in the world, is one of Riverside's many attractions.

Redlands.

Redlands is nine miles east of San Bernardino, and one of the most beautiful towns of southern California. Like Riverside, it is the home of the famous seedless orange. The town is beautifully situated, and commands an extensive view of the valley and the neighboring mountains. La Casa Loma is the leading public house.

San Diego and the Hotel del Coronado.

San Diego County is the southernmost county of California, and adjoins Mexico. The city of San Diego, situ-

ated upon its southern seacoast, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, it is claimed, added to its other advantages, San Diego is naturally a favorite place of resort for Eastern visitors. On the opposite side of San Diego Bay, on the beautiful Coronado Beach, stands the Hotel del Coronado, an "all-the-year-round" resort. It covers seven and one-half acres and contains 750 rooms, including many spacious public apartments. The improvements recently made at Hotel del Coronado have greatly enhanced the attractiveness of this favorite hostelry.

Los Angeles.

Los Angeles, the metropolis of southern California, is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size and dignity at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. It is now a magnificent city of over 200,000 inhabitants, and growing very rapidly. It is an important center for three great railway lines, — the Southern Pacific, the Santa Fe, and the San Pedro, Los Angeles & Salt Lake Railroad. The old section of the town was irregularly built of adobe, but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main Street

in the midst of all the life and bustle of the rejuvenated city, a quaint reminder of other days.

Pasadena, Echo Mountain, and Wilson's Peak.

Pasadena, the "Crown of the Valley," one of the loveliest towns on the Pacific Coast, is situated in the northwest corner of the San Gabriel Valley, at the base of the Sierra Madre Mountains. It is 900 feet above the sea, which is twenty-five miles distant, and about nine miles from Los Angeles. Although a place of gardens, vineyards and groves, it enjoys every advantage of larger cities, including water-works, seventy-five miles of avenues and drives, an excellent street railway system, a comprehensive system of sewerage, electric lights, a fine public library, numerous churches and public schools, enterprising newspapers, banks, business houses, and several steam railways.

Many pleasant little excursions may be taken from Los Angeles or Pasadena to points of interest in the vicinity. One of these is the ascent of Echo Mountain by the Pacific Electric Railway. This journey affords superb views of Pasadena, Los Angeles, the entire valley, and far out to sea. Wilson's Peak, reached by a fine mountain trail, is another resort that gives Pasadena visitors opportunities for novel experiences, magnificent views, and a taste of mountain camp, cottage, or hotel life.

Santa Barbara.

Santa Barbara is situated under the shelter of the Santa Ynez Mountains, and in front is a magnificent ocean

beach. The best preserved of the old mission churches (established December 4, 1786) stands upon the mountain slope just above the town. The Potter stands on a gently sloping eminence within five hundred feet of the Pacific Ocean, or rather, that delightful portion of it comprehended by Santa Barbara Bay. To the general picturesqueness of the views from The Potter the towers of the ancient Mission Church add an indefinable charm, dominating, as they do, every Santa Barbara landscape.

Paso Robles Hot Springs.

These are among the great springs of the world and the appliances for bathing are equal to any in Europe. The location is about midway between Los Angeles and San Francisco, on the Coast Line of the Southern Pacific. The sea is twenty-five miles distant, and the climate is of the sea and the land, free from breezes of the shore and the heat of the interior.

An excellent hotel is here, with extensive verandas, a club house and fine grounds. A commodious bath house is equipped in the best manner, and has all the appliances for using water remedially, and all the forms of baths which have been found useful in modern practice. In this respect there is nothing better in Europe, while the picturesque environment and invigorating climate make this a delightful place in which to rest. The mud baths are specially noted for their wonderful cures of rheumatism, rheumatic gout, and kindred troubles.

CENTRAL CALIFORNIA.

MONTEREY is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the States and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. Near here is located the famous Hotel del Monte, in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, footpaths, lawns, and beds of flowers.

Santa Cruz.

Santa Cruz is reached in a side trip from Pajaro. It is only about seven miles from the Big Tree Grove, near Felton. The situation of Santa Cruz is delightful. Behind the town are the densely wooded Santa Cruz Mountains. In front is a beautiful beach, and beyond are rocky bluffs, which have been carved into fantastic forms by the waves.

San Jose.

One of the handsomest cities in California is San Jose, in the beautiful Santa Clara Valley of the North; a city of gardens, orchards, and vineyards. It is one of the great centers of the cherry culture.

Mount Hamilton and the Lick Observatory.

One of the most novel and interesting side trips that can be taken on the Pacific Coast is the excursion by stage

from San Jose to the summit of Mount Hamilton, the site of the Lick Observatory. Among the treasures of this institution is one of the largest telescopes in the world. Perhaps, however, the most important work at the observatory in stellar photography has been accomplished with the twelve-inch telescope, which is mounted in a smaller dome. Visitors are admitted to the observatory, under proper restrictions, every day in the year.

Palo Alto.

Palo Alto is sixteen miles north of San Jose and thirty-four miles from San Francisco. Here is the Leland Stanford Junior University, founded in 1885 by the late Hon. Leland Stanford and his wife, as a monument to their only child, Leland Stanford, Junior. This great university has for its main object the preparation of young men and women for self-maintenance, with facilities also for those higher forms of education which belong to an institution of this magnitude.

San Francisco.

Notwithstanding the great injury inflicted by the conflagration of April 18 and 19, 1906, whereby a large portion of the business section of the city was destroyed, there is every indication that the former greatness and beauty of the city by the Golden Gate will be eclipsed when the work of rehabilitation is completed. Already the history and outcome of the great fires in Boston, Chicago, Seattle, and Baltimore has been repeated with emphasis in the

few years which have elapsed and a new and splendid San Francisco attests the courage and indomitable enterprise of her citizens.

The traveler going to San Francisco who expects to find a city of ashes and desolation will be tremendously disappointed. Instead, he will find a city of greater beauty and more attractive buildings of all kinds, going about its business of rebuilding its fortunes with the same happy, debonair spirit as before, which spirit is said to be one of San Francisco's chief charms. The Fairmont, which is without equal among the caravansaries of the world, superbly situated in the most commanding position of any hotel in the city, will be the headquarters of our parties in San Francisco. It has accommodations for one thousand guests, and has since the fire been under the management of the Palace Hotel Company, which, in their forty years' handling of the old Palace Hotel, made an unparalleled record for themselves in their service to the public.

One can hardly realize the immense amount of work that has already been done in rebuilding the city. Almost the entire area that was burned has been cleared, all the street-car lines have been reestablished, a large number of permanent buildings have been constructed, and the building continues at a rapid rate. Market Street, the principal business thoroughfare of the city, is as busy as ever. From the renovated Ferry Building up, the activity and progress along this street has been ceaseless and the amount of work accomplished enormous. This also applies to the other principal streets in the city. China-

town has been completely rebuilt, and is more of an attraction than ever.

Mount Tamalpais.

The building of the Mill Valley & Mount Tamalpais Scenic Railway has made it possible for tourists to enjoy one of the most beautiful and diversified views imaginable. This road runs from the valley below to within about 210 feet of the summit of the mountain, or to the Tavern of Tamalpais, where one is permitted to look down upon "the fairest scene in the most enchanting corner of the world."

THE YOSEMITE VALLEY.

AS will be seen by the itinerary, the wonderful Yosemite Valley will be visited in connection with the tour. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height; and third, the small amount of *debris* at their base. The floor of the valley is bordered by cliffs, nearly vertical, rising to heights ranging from half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet. The waterfalls are hardly less marvelous than the cliffs, the Yosemite, 2,600 feet in height, being the highest fall in the known world.

There are a number of easy excursions which visitors to the valley can take; as for example, to Mirror Lake (by carriage), and to Glacier Point and Sentinel Dome, or to Vernal and Nevada Falls on horseback, with guides. All the great falls, except Vernal and Nevada, are visible from the valley without climbing.

The Big Tree Groves, of which the Mariposa and Calaveras are best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest tree is 115 feet in circumference, and the greatest height 325 feet.

NEVADA, UTAH, AND COLORADO.

LEAVING San Francisco, the schedule of the railway journey (*via* Route D) has been so arranged that the most attractive parts of the Sierra Nevada will be passed by daylight. This will give the passengers an opportunity to enjoy the picturesque scenery at Cape Horn, where the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River. At Shady Run, Blue Cañon, Giant Gap, and Emigrant Gap the scenery is also magnificent. The railway descends the east slope of the mountains beside the swift-flowing Truckee River, and during Tuesday we traverse the States of Nevada and Utah. Nevada is nearly as large as Colorado, and the scenery is characterized by bold and rugged mountains and wide stretches of desert plain. There are, however, many fertile districts. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells are places of more or less importance.

Yellowstone Park.

As will be seen by the itinerary of Tour L, returning by Route D, a side trip will be made to include the Yellowstone Park (see pages 9–14). Starting from Ogden Tuesday evening, June 14, *via* the Oregon Short Line Railroad, in sleeping cars, the party will arrive at Yellowstone, the western entrance of the park, the next morning, where stages will be taken for the continuance of the tour through the Geyser Wonderland, returning to Yellow-

stone on Monday evening, June 20; thence in sleeping cars *via* the Oregon Short Line Railroad, arriving at Salt Lake City the next morning. (For descriptive matter of the Yellowstone Park see pages 49–58.)

Salt Lake City.

Salt Lake City was founded by Brigham Young. The streets are wide and shaded, and in each are swift-flowing streams of mountain water. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. Among the edifices demanding attention are the Tabernacle and the Temple. Other Mormon buildings are the "Lion," "Beehive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices, and the gigantic warehouse of Zion's Co-operative Mercantile Institution, known for short as the "Co-op. Store." The Tabernacle is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Temple near by, which was finished in April, 1893, cost $4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Visitors are admitted to the Tabernacle but not to the Temple. There are hot sulphur springs near the city.

Crossing the Wahsatch Range.

The route continues southward from Salt Lake City, ascending the valley of the Jordan about fifty miles to the flourishing Mormon town of Provo, which is situated near the beautiful Utah Lake, a body of fresh water nearly three hundred feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles, or to within about twenty miles of its junction with Green River at the Azure Cliffs. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway leading to Castle Cañon. The Green River, here a large and swelling stream, is crossed 190 miles from Salt Lake City and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over two hundred miles. The Colorado State line is reached about 270 miles from Salt Lake City. Glenwood is an attractive health resort situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills.

The Rocky Mountains and Royal Gorge.

Leaving Glenwood, the scenery in the Cañon of the Grand River, through which the Denver & Rio Grande

Railroad takes us, is magnificent. The mountain walls shoot up in towering columns and gigantic turrets to a height of two thousand feet, while a torrent roars and plunges between. Scarcely less impressive is Eagle River Cañon, through which the train passes an hour or two later. Tennessee Pass is crossed about noon, the railroad from that point following the general course of the Arkansas River as far as Pueblo. About forty-five miles east of Salida we come to the Royal Gorge. This is the grandest and most impressive portion of the Cañon of the Arkansas River. Mountains of rock, running up almost perpendicularly nearly half a mile in height and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrow limits, brawlingly disputes the right of way with the iron steed, and at one place the latter finds foothold on a hanging bridge. After traversing the Royal Gorge the train quickly leaves the mountains behind, passing Florence with its oil wells, and follows the open valley of the Arkansas to Pueblo.

Manitou.

The town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs

— six or seven in number — are situated on the banks of Fountain Creek, a swift mountain stream which flows through the center of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are near the center of the city, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6,297 feet, and Pike's Peak rises but a few miles away to the height of 14,147 feet. A railway (operated only in the summer and early autumn) leads to the summit.

The Garden of the Gods lies east of Manitou and between that place and Colorado Springs. It is a parklike tract, inclosed by cliffs and hills, and scattered over its surface are fantastically formed rocks carved by the elements in past ages. While in Manitou there will be a carriage drive through this fascinating place. The Cliff House will be the headquarters of the parties.

A day will be devoted to a side trip of unsurpassed grandeur over the scenic line of the Colorado Springs & Cripple Creek District Railway, to Cripple Creek and Victor. This magnificent trip occupies about eight hours, and brings under inspection an almost endless succession of superb mountain and cañon views.

Denver.

Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858–59. In 1860 it was a straggling camp, consisting principally of

log cabins and tents. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. There will be a delightful carriage drive through the best residence sections of the city.

From Denver Eastward.

The party will leave Denver Sunday evening, and proceed eastward over the line of the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the Great Plains, which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Iowa, on a splendid iron bridge. The Rock Island Route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train runs on through Moline, Bureau, Joliet, and other important places to Chicago, arriving there Tuesday morning. The homeward route from Chicago will be *via* the Lake Shore & Michigan Southern Railway and the New York Central & Hudson River Railroad. The parties will be due at Pittsburgh, New York, Philadelphia, and Boston on Wednesday. The parties returning over the Northern Pacific and Canadian Pacific Routes make the eastward journey from Minneapolis and St. Paul over the Chicago, Milwaukee & St. Paul Railway, and from Chicago over the Michigan Central Railroad.

Returning by the Northern Pacific Route (Route E), including Alaska and Yellowstone Park.

Leaving San Francisco Tuesday evening by the Oakland ferry, the party will proceed over the Southern Pacific Company's "Shasta Route" to Oregon. The early morning of Wednesday will find us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson, but from that point the massive mountain is revealed in all its grand proportions, towering to the height of 14,440 feet. The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River, the second largest stream in California. Not far north of the Klamath we cross the line into Oregon. We reach Portland early Thursday morning, and transfer to The Portland. Following the sojourn in Portland there will be visits to the Puget Sound cities of Tacoma and Seattle. The Tacoma will be our stopping-place in Tacoma, and The Lincoln in Seattle. From Seattle the eastward journey will be over the Northern Pacific Railway to St. Paul, and the Chicago, Milwaukee & St. Paul Line will be taken thence to Chicago, and the Michigan Central Railroad east of Chicago.

At Livingston, Mont., a divergence will be made from the main line of the Northern Pacific Railway for a side trip through the "Wonderland of America," the Yellowstone National Park.

A side trip will be made to Alaska on the excursion steamer "Spokane" of the Pacific Coast Steamship Company.

THE YELLOWSTONE NATIONAL PARK.

THE reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in northwestern Wyoming, and overlapping, to a small extent, the boundary of Montana on the north and of Idaho on the west. This gave an area of about 3,575 square miles. To this was added in 1891 a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The Rocky Mountains cross the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems, — the Yellowstone River, which has about three-fifths, and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one-fifth each. In 1871 Dr. F. V. Hayden

made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. For several years Mr. Arnold Hague, with a score of scientific assistants, made a series of careful surveys of the region, and their published reports convey a vast deal of interesting information about this remarkable section of the earth's surface. "The number of geysers, hot springs, mud pots and paint pots," said Mr. Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled."

The park is under the care of the Secretary of the Interior, with military surveillance.

Mammoth Hot Springs.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are Liberty Cap, an isolated shaft forty-five feet in height and twenty in diameter at its base, and the Giant's Thumb, or

Liberty Cap No. 2, about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are numerous shallow basins, and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces now in process of formation, just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80° to 165° Fahr., in all of which algæ have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches or terraces. These are ornamented with beautifully formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the Liberty Cap and Thumb, already mentioned, the active springs, Pulpit Basins, Marble Basins, and Blue Springs, on the main terrace; and Cleopatra's Bowl,

Cupid's Cave, and the Orange Spring, which are higher and farther back.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the journey lies over a road which ascends the slopes above the spring terraces, affording fine views of the lakes and pools, and also of Bunsen's Peak and other mountains. Silver Gate and Golden Gate are two of the prominent points on this marvelous thoroughfare. Above the latter point a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length. We halt at the Norris Geyser Basin Hotel for lunch. The principal attractions in the Norris Geyser Basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring, and the Growler is the significant name of another vigorous steam-and-water vent. These are brought under inspection soon after leaving the Norris lunch station, and we proceed twenty miles farther, past the beautiful Gibbon River Falls to the Fountain Hotel.

The Lower Geyser Basin.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a

wide valley, with an area of between thirty and forty square miles, having an elevation of 7,150 feet, or only ninety feet less than the Upper Geyser Basin, from six to ten miles distant. The chief points of interest visited by tourists are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet or more in diameter there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and as it bubbles up, generally assumes for a moment some floral form. Nearly two miles distant easterly is another group of geysers and springs, including the Great Fountain, one of the most powerful geysers in the park.

The Excelsior Geyser and Prismatic Lake.

A halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, has not been in active eruption for several years. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Caldron was given it by the Hayden

Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. "Hell's Half-Acre" is another expressive title given to this terrible pit. Two rivulets pour forth from the caldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: Old Faithful, Castle, Beehive, Giant, Giantess, Grotto, Grand, Oblong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Sawmill, Lion, and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity, and the Fan, Mortar, and Riverside at the northern end, near where the wagon road enters the basin. The Grotto, Giant, Oblong, and Castle are near the road. The Beehive, with its handsome cone, from which the geyser takes its name,

together with the Giantess and Lion group, is upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. Old Faithful makes a magnificent display every sixty-five or seventy minutes, and is one of the handsomest geysers in the park. Old Faithful Inn at Upper Geyser Basin provides every facility for a comfortable and luxurious sojourn in this fascinating section of the park.

From the Upper Geyser Basin to Yellowstone Lake.

The route from the Upper Geyser Basin to Yellowstone Lake passes over the Continental Divide, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or the "Thumb," near which are some interesting springs and paint pots, and also one active geyser known as the Union. Luncheon will be taken at this point, and the remainder of the stage ride to Colonial Hotel will occupy most of the afternoon.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet stands the commodious Colonial Hotel. The view from this point is charming. In the southeast are some of the highest mountains in the park, including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chittenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka or Wind River ranges. In the south are Flat Mountain. Mount Hancock, and Mount Sheridan (10,000 feet). A small steamboat plies on the lake between West Bay and the hotel.

The Falls and Cañon of the Yellowstone.

Leaving the Colonial Hotel we shall proceed to Yellowstone Falls and the Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a capacious opening on one side, at the bottom, boiling mud surges forth with great vehemence. The road follows the west bank of the river much of the way, and affords delightful views in which dense groves, broad stretches of open country, and the winding Yellowstone are charmingly

united. The scenery for the greater part of the distance, indeed, is the most picturesque and diversified of any in the park. Upon its approach to the Cañon Hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one-third of the cataract. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though no more picturesque. Here the waters pour into the fearful abyss of the cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and algæ.

The cañon is considered by many the greatest of the park marvels. There may be deeper gorges elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land.

The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimsons and greens are seen, with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. Among the new improvements in the vicinity of the cañon and falls is a bridge across the Yellowstone, which will make the region east of the river accessible, and a good carriage road to the summit of Mount Washburn.

From the Cañon to the Mammoth Hot Springs.

From the Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the left of the stage road, form one of the prettiest sights in the park. This beautiful waterfall is situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more, and the lacelike film of crystal water, just barely covering the smooth sur-

face of the declivity, presents a scene of beauty not soon to be forgotten. From the Norris Geyser Basin Hotel, where we take luncheon, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

Eastward from the Yellowstone National Park.

Taking our departure from the hotel at Mammoth Hot Springs by stage, the party will proceed to Gardiner, whence our route takes us back to Livingston on the Park branch and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone, meanwhile passing through Billings, Miles City, Glendive, and other flourishing towns. Soon after crossing the North Dakota line the train passes through a section of Pyramid Park, or the "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red, while the raw clay varies from a glaring white to a dark gray. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as *mauvaises terres pour traverser*, meaning that it was a difficult country to travel through; and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle-grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost $1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. The Minnesota line is crossed between Fargo and Moorhead; and among the principal towns passed through in that empire of the West are Glydon, Lake Park, Detroit, Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka.

St. Paul.

St. Paul is one of the most remarkable cities in America, and the stranger will at once be struck by the beauty and substantial character of its business and public edifices. Its private residences are also in many cases very elegant and tasteful. It is the capital of the State and the center of much commercial activity. The new State capitol is a magnificent structure.

THE PACIFIC NORTHWEST AND THE CANADIAN PACIFIC ROUTE.

THE journey from San Francisco northward is identical with that of the party returning over the Northern Pacific Route, including the Mount Shasta Route, Portland, Tacoma, Seattle, and Puget Sound. From Seattle a train is taken *via* Snohomish and Sumas to Mission Junction, and the journey thence is over the grand scenic line of the Canadian Pacific Railway and its connections to Minneapolis, from which point it is again the same as the route by way of Tacoma and Livingston. Our journey over the Canadian Pacific Railway is through some of the grandest and most impressive river and mountain scenery to be seen from any railway line in the whole world, including the Fraser River Cañon, Thompson River Cañon, the Shuswap Lakes, Eagle Pass in the Gold or Columbia range, the Columbia River, the surpassing beauty of the winding Illecillewaet, the Selkirk Mountains with the great Glacier of the Selkirks, the Wapti or Kicking Horse River, the vast range of the Canadian Rockies, and Banff Springs in the Canadian National Park. Our sojourn at Banff will prove extremely interesting, the river and mountain scenery being of the most beautiful and impressive character.

A BRIEF OUTLINE OF THE ALASKA VOYAGE.

AT Seattle the parties are scheduled to go on board the steamship "Spokane," of the Pacific Steamship Company. This vessel, the very latest addition to the steamers plying from the Puget Sound ports northward, has been fitted up specially for the accommodation of the growing passenger traffic, and is in all respects an admirable vessel, fully meeting the requirements of her enterprising owners. The steamer passes first through the waters of picturesque Puget Sound, arriving at Victoria in the morning, remaining there a few hours. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia two hundred miles in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait. The view from the steamer's deck is superb. Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola Islands, which lie along the coast of Vancouver.

Above Vancouver Island.

On leaving Vancouver Island, we enter Queen Charlotte's Sound. This body of water, less than forty miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka, instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella. To this point the Indians come from Bella-Kula, eighty miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, is extremely narrow. Then follows Milbank

Sound, McKay Reach, Wright Sound, and Grenville Channel. The latter, which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow. Here are fresh scenes of wonderful beauty and sublimity, — mountains several thousand feet in height, which no man has ever visited, and as yet unnamed; cascades which seem to tumble from the sky itself; and densely wooded shores where solitude reigns supreme. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla — the scene of Mr. William Duncan's early labors, successes, and struggles — and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsean Peninsula takes its name from the tribe of Indians inhabiting it. These were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British and the latter on the American side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Duncan and about 600 of the Indians removed from Old Metlakahtla to Annette Island in

the Alexandrian Archipelago on the American side, on account of differences with the authorities in the Church of England; while Bishop Ridley continued in possession of the old settlement, with about 120 natives who chose to remain rather than leave their old home.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeil (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54° 40′ the boundary line between British Columbia and Alaska.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands and between Prince of Wales and Queen Charlotte Islands is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. From Dixon Entrance we course northward through Clarence Strait, which is over one hundred miles long, and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander

Archipelago, a bewildering collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of the Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahtla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, where Ketchikan, our first landing-place, is located; while on the left is Kasaan Bay, an indentation of Prince of Wales Island. Ketchikan is a prosperous and rapidly growing mining town.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost much of its former importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing a number of very quaintly carved totem poles. The totem pole is a sort of ancestral emblem, formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and as tradition relates,

the progenitors. Thus the representation of these animals, or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being in front, while the rear portion is hollowed out to make them light enough to erect. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkaht blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a

silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel, into Prince Frederick's Sound. On emerging from the narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith, called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snowfields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland on the right, and Admiralty Island on the left, as its boundaries. Meanwhile we pass Holkham Bay, where in 1876 the first placer mining in Alaska was begun, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice, — miniature icebergs.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a riverlike body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau, the new capital of Alaska, on a narrow strip of land at the foot of a deep ravine flanked by precipitous mountains. Beyond the town is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. The surroundings of Juneau are very picturesque. At the Treadwell mine, on Douglas Island, are three crushing mills, aggregating 790 stamps, — the largest in the world. At this mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward Again and up Lynn Canal.

From Juneau the steamer returns to St. Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkaht and Chilkoot inlets. High mountains line the shores, and no less than nineteen glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier, — the latter on the west, near the head of the channel, — are

especially notable. The steamer visits Skagway, a place prominently identified with the Klondike mining enterprises of the past few years. Skagway is the tide-water terminal of the recently constructed railroad over what is called the White Pass and Yukon Route, and under the corporation title of the Pacific & Arctic Railway & Navigation Company. It is expected that this line will be extended nearly 300 miles, to Fort Selkirk, in the near future. The cars now run to White Horse, 111 miles from Skagway.

Glacier Bay.

Retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, the vessel turns northwestward into Glacier Bay. The peninsula inclosed by Glacier Bay, Cross Sound, and the Pacific Ocean is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse (11,400 feet). These form the southern extremity of the Mount St. Elias Alps. The Muir Glacier enters an inlet of the same name near the head of the bay, in latitude 58° 50′ north and longitude 136° 40′ west of Greenwich. It was named for Prof. John Muir, the Pacific Coast geologist who in 1879 was, with Rev. S. Hall Young of Fort Wrangel, the first to explore the glacier. It was not until 1883 that tourists were brought hither.

Owing to the vast quantities of ice floating in Glacier Bay, it is not always practicable for the steamer to ap-

proach very near to the glacier. In any case, the mountain scenery, on a clear day, is unspeakably grand along this portion of the route.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the old capital of Alaska. There are two routes thither, — one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff Islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgecombe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town to a height of 3,212 feet. Sitka was founded in 1804 by Baron Baranoff, the first Russian governor of Russian America, four years after his original settlement at Starri Gavan Bay — a few miles north of the present site — had been destroyed by the natives, in the first year of its existence.

The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that noble edifice, winds along the beach to the Presbyterian Mission. If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. Stretching along the shore to the left is the native town or

rancherie, where 800 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of southern Alaska. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centers of attraction. It contains some curious *ikons*, and in the belfry are six sweet-toned bells brought from Moscow.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Vancouver and the Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will be a visit to the Taku Glacier (second in interest only to the Muir Glacier), and landings are likely to be made at Juneau and the Indian village of Old Kasaan.

NOTE. — The order in which the above-mentioned points of interest will be visited may vary somewhat, as the daily schedule of the time of the arrival and departure of the steamer is dependent upon the movement of the tides.

Grand Tour to Alaska

including a visit to BANFF SPRINGS

OUTWARD over the Canadian Pacific Railway, passing through the magnificent scenery of the Selkirks and the Canadian Rockies. Returning through the Pacific Northwest, including a tour through

The Yellowstone National Park

Visiting SEATTLE, TACOMA, PORTLAND, ST. PAUL, ETC., and all the principal points in SOUTH-EASTERN ALASKA.

Leaving Boston, New York, and Philadelphia June 1

PRICE OF TICKETS.

From Boston, New York, or Philadelphia, all expenses included ..... $475.
From Pittsburgh back to Pittsburgh ..... 445.
From Chicago back to Chicago ..... 425.

THE PACIFIC NORTHWEST, ALASKA, AND THE YELLOWSTONE NATIONAL PARK.
June 1 to July 12, 1910.

WE present herewith the outlines of a very attractive Spring Tour, embracing the salient features of the magnificent scenery along the line of the Canadian Pacific Railway, with visits at Banff Springs in the Canadian National Park, Portland, Ore., and Tacoma, and Seattle on Puget Sound, and a voyage on the splendid new excursion steamer "Spokane," through the unrivaled glories of southeastern Alaska, with a return over the popular Northern Pacific Railway, inclusive of a side trip through the "Wonderland of America," the Yellowstone National Park. For description of Yellowstone Park and Alaska see pages 49–58 and 62–72.

Traveling Arrangements.

The entire journey across the continent and back, as well as the Alaska voyage, will be made in the most comfortable manner possible. Accommodations in sleeping cars are provided, and for the greater portion of the way meals will be served in dining cars which are supplied with everything afforded by the best markets of the country — the table quite equaling that of the leading hotels. The voyage to Alaska will be made on a steamer, well appointed for passenger traffic, and nothing that can contribute to the safety, comfort, or well-being of the passengers will be omitted.

UPB

Price of Tickets.

The price of tickets for the Alaska tour, as outlined in the following itinerary, is $475. This sum covers first-class travel over all railway and steamer routes, going and returning, with a berth (half a section) in the sleeping-cars; stateroom berths and meals on the Alaska steamer; all stage rides to and through the Yellowstone National Park; hotel accommodations according to the itinerary, with sojourns at Banff Springs, Seattle, Tacoma, Portland, Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, Yellowstone Cañon, Minneapolis, or St. Paul; meals in dining cars, at hotels, or at dining stations *en route;* omnibus or carriage transfers to and from railway stations, steamers, and hotels, wherever the same may be needed; the transfer of checked baggage, and the services of conductors — in short, all needed expense of the entire round trip from Boston, New York, or Philadelphia, back to the starting-point in accordance with the itinerary.

Price from Pittsburgh back to Pittsburgh, $445, and from Chicago back to Chicago, $425.

Prices of extra sleeping-car space will be quoted on application.

Registration Methods.

Persons desiring to join the party should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and

this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen.

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, where trunks are not taken by the stages beyond Mammoth Hot Springs.)

ALASKA TOUR, RETURNING VIA THE YELLOWSTONE PARK.

ITINERARY.

WEDNESDAY, June 1.— LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division, New York Central Lines, in special Pullman sleeping cars. Members of the party should check their baggage to St. Paul, Minn. Leave Worcester 11.11 A. M., Springfield 12.35 NOON, and Pittsfield 2.25 P. M. From Albany westward *via* the New York Central Lines, leaving Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 10.20 P. M. (Central time). Luncheon and dinner in dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Luncheon and dinner in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Luncheon and dinner in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.— Railway time changes at Buffalo, N.Y., from Eastern standard to Central standard, one hour slower.

THURSDAY, June 2.— Arrive at Chicago 12.50 NOON. Luncheon will be served in the station dining-rooms (La Salle Street Station). LEAVE CHICAGO 6.30 P. M. *via* the Chicago, Milwaukee & St. Paul Railway. Dinner in dining car.

FRIDAY, June 3.— Arrive at St. Paul 7.25 A. M.; breakfast in the station dining-rooms; leave St. Paul 10.30 A. M., *via* the Minneapolis, St. Paul & Sault Ste. Marie Railway (the "Soo Line").

SATURDAY, June 4.— *En route* westward through North Dakota and Saskatchewan.

NOTE.— Railway time changes at Portal, N.D., from Central standard to Mountain standard, one hour slower.

SUNDAY, June 5.— Arrive at Banff in the morning; transfer to Banff Springs Hotel.

MONDAY, June 6.
TUESDAY, June 7. } At Banff Springs Hotel.

WEDNESDAY, June 8.— Transfer to station and leave Banff by morning train, proceeding westward over the Canadian Pacific Railway, through the Rockies, the Selkirks, etc.; luncheon at Glacier House.

NOTE.— Railway time changes at Laggan, B.C., from Mountain standard to Pacific standard, one hour slower.

THURSDAY, June 9.— Arrive at Seattle 1.00 P. M.; arrive at Portland *via* the Northern Pacific Railway 8.35 P. M.; transfer to The Portland.

FRIDAY, June 10.— In Portland.

SATURDAY. June 11.— Leave Portland 8.30 A. M. *via* the Northern Pacific Railway; luncheon will be served in dining car; arrive at Tacoma 2.25 P. M.; transfer to The Tacoma.

SUNDAY, June 12.— In Tacoma.

MONDAY, June 13.— Leave Tacoma 8.15 A. M.; arrive at Seattle 10.00 A. M.; transfer to The Lincoln.

TUESDAY, June 14.— In Seattle. Transfer to the wharf, and leave Seattle 9.00 P. M. on the Alaska excursion steamer "Spokane" of the Pacific Coast Steamship Company.

WEDNESDAY, June 15.— Steamer calls at Victoria.

THURSDAY, June 16.
TO } On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island, Lynn Canal,
SUNDAY, June 26.

Davidson Glacier, Skagway, Glacier Bay, Sitka, Taku Glacier, Old Kasaan, Vancouver, etc.

NOTE.— On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time. The time at Sitka, the westernmost point reached, is about one hour slower than Pacific standard.

MONDAY, June 27.— Steamer due at Seattle in the morning; transfer to The Lincoln.

TUESDAY, June 28.— In Seattle.

WEDNESDAY, June 29.— In Seattle; transfer to the station, and leave Seattle 3.00 P. M. by the Northern Pacific Railway. Meals *en route.*

THURSDAY, June 30.—*En route* eastward.

NOTE.— Railway time changes at Trout Creek, Mont., from Pacific standard to Mountain standard, one hour faster.

FRIDAY, July 1.— Arrive at Livingston, Mont., at an early morning hour; breakfast at Livingston; leave by Park branch 8.00 A. M. Arrive at Gardiner 10.30 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

SATURDAY, July 2.— Leave Mammoth Hot Springs by stage 8.00 A. M for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there: leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SUNDAY, July 3.— Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle, and other great geysers.

MONDAY, July 4.— Leave Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

TUESDAY, July 5.— Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route.* Arrive at the Yellowstone Cañon Hotel 12.30 NOON.

WEDNESDAY, July 6.— At the Yellowstone Cañon Hotel.

THURSDAY, July 7.— Leave after breakfast, arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth

Hot Springs Hotel, arriving about 4.00 P. M.; after dinner transfer by stage to Gardiner, and resume the sleeping cars for the eastward journey.

FRIDAY, July 8.— *En route* eastward through Montana and North Dakota; meals in dining car.

NOTE.— Railway time changes at Mandan, N.D., from Mountain standard to Central standard, one hour faster.

SATURDAY, July 9.— Arrive at St. Paul 7.40 A. M.; transfer to the Hotel Ryan or The St. Paul.

SUNDAY, July 10.— In St. Paul; leave 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

MONDAY, July 11.— Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Streets, 8.55 A. M. Transfer to Central Station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

TUESDAY, July 12.— ARRIVE AT PITTSBURGH 6.30 A. M.; ARRIVE AT New York, Grand Central Station, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTES.— Railway time changes at Buffalo, N.Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

Tickets for the tours, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB COMPANY.

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